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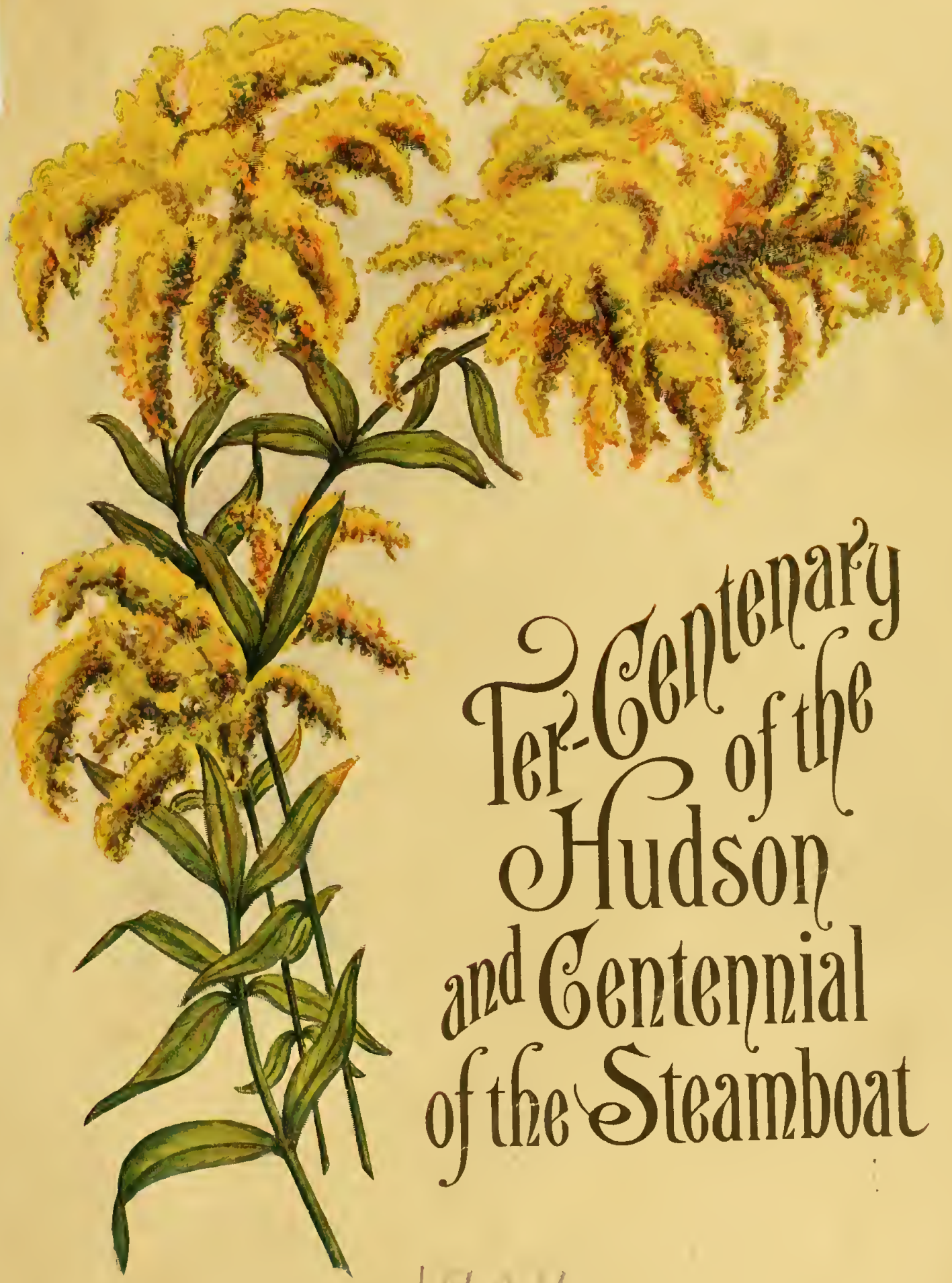
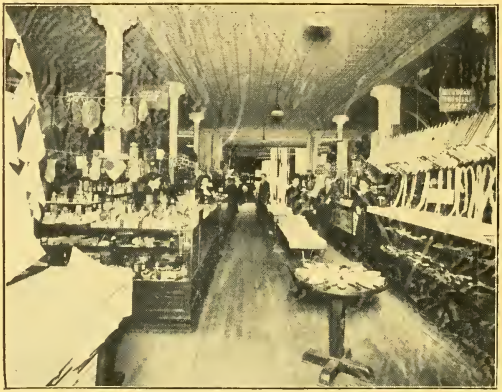


Ter-Centenary of the Hudson and Centennial of the Steamboat

1909

THE WALLACE CO.

CONSOLIDATED STORE



AN AISLE IN THE WALLACE CO.'S STORE

DEPENDENCE

For the last three years the Wallace Store has been working to the end that the great public which it serves MAY PLACE ABSOLUTE DEPENDENCE UPON IT. Not everybody knows just where to go to get what is wanted. It will be wonderfully helpful to

JUST DEPEND UPON THE WALLACE STORE

Not everybody is equipped with the knowledge and experience to decide what is best among the merchandise offered. It will prove most satisfying to

JUST DEPEND UPON THE WALLACE STORE

It is a quality of human nature to depend, for the things we don't know, upon some friend who does know.

And the more you learn about the principles and methods of the Wallace Store, the more you will come to do like thousands of others, and

JUST DEPEND UPON THE WALLACE STORE

Ter-Centenary of the Hudson

and

Centennial of the Steamboat

THE HALF MOON, A. D. 1609.

Published by

The Wallkill Valley Publishing Association

William C. Hart, Secretary

Walden, N. Y.

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The Hudson-Fulton Celebration

September 25 to October 9, 1909

HENDRICK HUDSON.

ROBERT FULTON.

The fall of 1909 will witness the striking and important joint celebration of Hendrick Hudson's discovery of the Hudson, three hundred years ago, and of Robert Fulton's epoch making experiment in steam navigation in 1807. Imposing observances, religious, musical, literary, historical, military and naval, will mark the occasion and the whole Hudson valley will participate. On Saturday, September 25, the "HALF MOON" and the "CLERMONT" are to be officially received in New York harbor, and on the evening of that date there is to be a grand night pageant and illumination off Riverside Drive, which will probably be the greatest event of its kind in the history of New York City. An historical parade will mark Tuesday, September 28th, and a military, Thursday, September 30th, both in New York City. A facsimile of the "HALF MOON", Hudson's ship, and of the "CLERMONT", Fulton's steamboat, will be a part of the great naval parade which will start from New York, Friday, October 1st, and pass on up the river by slow stages, till Troy is reached, Saturday, October 9th. No such celebration has ever been seen in America before and the thousands of visitors will be amply entertained and greatly edified.

OUR EDITORIAL PAGE

IT is with pardonable pride that we present the sixteenth issue of this souvenir booklet which unfolds a wealth of beauty and an artistic setting never before attempted in this series.

The queenly Hudson is represented in her many moods. Her shores contribute heroic deeds and events transpiring during the early settlement of the country, most graphically delineated and originally appearing in "The Evolution of a Hundred Years" published by the Hndson River Day Line.

This year commemorates the celebration of the Ter-centenary of the discovery of the Hudson River by Hendrick Hudson and the centenary of the invention of the steamboat by Fulton.

"Doubtless God could create more lovely gems than this river and valley, but we doubt if He ever did." Historic events also add interest to this region, thus making the valley and mountains worthy of pen, sketch, and photographic reproduction, revealing in song, story, and picture the loveliness of the Mohawk region, the legendary Shawangunk Mountains and the historic and scenic Hudson, truly

"Tongues in trees, books in the running brooks,
Sermons in stones and good in everything."

Fraternally yours,

W. C. Hart

The Fleet of the Hudson River Day Line

The thanks of the publisher are due the Hudson River Day Line for their courtesy in permitting the use of descriptive matter and illustrations from "*The Evolution of a Hundred Years*" in the following pages.

Copyright 1907, by F. B. Hibbard, G. P. A., Hudson River Day Line.

Steamer Robert Fulton

THIS latest addition to the Day Line Fleet is a product of the year which marks the joint celebration of the discovery of the River by Hendrick Hudson, and the construction of the first commercially successful steamboat by Robert Fulton. Her keel was laid January 11, 1909; her operation beginning May 29th, four and one-half months later. She was constructed at the great works of the New York Shipbuilding Company at Camden, N. J., and built entirely under cover, so that the work could progress day and night in all kinds of weather.

STEAMER ROBERT FULTON

The ablest naval architects and marine engineers in America, the foremost of our designers, artists and artisans, and practical and experienced steamboat operating men, have carefully collaborated in the construction of this steamer, to make her the most refined and satisfactory passenger carrier ever produced. Simplicity and security are united with speed, comfort and luxury. A gay and delicate scheme of decoration combines with the more serious mural paintings illustrating the early days of river life ashore, the development of

steam navigation on the river and the portraits of some of the most prominent personages connected with the river, in making, not only an allegory, but an historical sequence.

The dimensions of the "Robert Fulton" are as follows: Length, 348 feet; beam over all 76 feet; depth of hold, 12 feet 9 inches; capacity, 4,000 passengers. She has a beam engine built by the W. & A. Fletcher Company, of Hoboken, N. J. Cylinders 75 inches by 12 feet stroke, developing 3,850 horse-power; side wheels and feathering buckets. A large lunch room is located in the forward cabin under the orchestra. The dining room is on the main deck aft, and she has four decks, namely: Main, saloon, grand promenade, and observation deck. Plate glass is used exclusively, and the construction generally, as much as possible, is of steel, asbestolith and composition board.

In the last three years the Hudson River Day Line has added to its equipment two magnificient new steamers, the "Hendrick Hudson" and the "Robert Fulton." It has built four splendid new piers and passenger buildings, viz., West 42d Street, Newburgh, Poughkeepsie and Albany, and it has more than doubled its service in the lower half of the river by placing the famous iron steamer "Albany" in the New York to Poughkeepsie Special Excursion business. It feels perfectly confident in asserting that in service alone there is nowhere in the world its equal for transporting tourist passenger traffic, and to this may be added that in all the world there can be found no water journey which combines so much of beauty and interest as is found in the charming Hudson Valley which it serves.

Steamer Albany

THE "Albany" is undoubtedly one of the most beautiful steamers ever constructed. Her graceful lines and great deck room forward are very noticeable, and command marked attention. She is one of the finest vessels afloat, and combines all the known improvements that go toward making travel by water safe and attractive. The "Albany" was built by the Harlan & Hollingsworth Co., Wilmington, Del., in 1880. During the winter of 1892 she was lengthened 30 feet and furnished with modern feathering-wheels in place of the old-style radical ones. Her hull is of iron, 325 feet long, breadth of beam over all 75 feet, and her tonnage is 1,415 gross tons. Her engine was built by the W. & A. Fletcher Co., of Hoboken, N. J., and develops 3,200 horse-power. The stroke is 12 feet, and the diameter of the cylinder is 73 inches. On her trial trip she ran from New York to Poughkeepsie, a distance of 75 miles, in three hours and seven minutes. Steam steering-gear is used on the "Albany," thus insuring ease and precision in handling her. The woodwork on the main deck and in the upper saloons is all mahogany, ash and maple, tastefully carved. Wide, easy staircases lead to the main saloon and upper decks. Rich Axminster carpets cover the floors, and mahogany tables and furniture of antique design and elegant finish make up the appointments of a handsomely furnished drawing-room. A life-sized marble bust of a young girl ornaments the head of the grand staircase. It is Palmer's ideal conception of "June". The walls are adorned with oil paintings by Emile Princhart, of Paris; F. D. Briscoe, of Philadelphia; and Yzuierdo, of Madrid, Spain. The richly furnished private parlors of the "Albany" are a notable feature, giving absolute seclu-

sion and privacy to small parties or families. Another equally desirable feature is the elegant dining-room which is located on the main deck in order that tourists while enjoying their dinner may not be deprived of viewing the beautiful scenery for which the Hudson is renowned. The carrying capacity of the "Albany" is 4,500, but a license for 2,500 passengers only is applied for, in order that there may be no disagreeable crowding.

Steamer Hendrick Hudson

THE progress of our national commerce is probably more emphatically marked by the construction of this great steamer than by any other event of a like nature. Up to last year her sister steamers, the "New York," "Albany" and "Mary Powell" held easily the world's record for boats of their class, but the increasing popularity or the Hudson day service, and anxiety of the Day Line to be not only abreast of but ahead of the times, has resulted in the placing in commission of this splendid steamer. The "Hendrick Hudson" was built by the Marvel Company of Newburgh under contract

STEAMER HENDRICK HUDSON

with the W. & A. Fletcher Company of New York, who built her engines, and under designs from Frank E. Kirby. Her principal dimensions are: Length, 400 feet; breadth over all, 82 feet; depth of hold, 14 feet, 4 inches, and a draft of 7 feet 6 inches. The propelling machinery consists of an inclined double expansion paddle engine, with three cranks, there being one high-pressure cylinder 45 inches in diameter, and two low-pressure cylinders, each 70 inches in diameter, the stroke being 7 feet in each case. Steam at 170 lbs. pressure is furnished by eight boilers. The paddle-wheels are of steel, each 24 feet in diameter and

each having nine curved steel buckets working in the so-called feathering style. The revolutions at 170 lbs. steam pressure from the boilers, are 41 per minute, developing 5,000 horse power. Steel has been used to such an extent in her construction that her hull, her bulkheads (7 in all), her engine and boiler enclosures, her kitchen and ventilators, her stanchions, girders and deck beams, and, in fact, the whole essential framework of the boat is like a great steel building, and entirely free from vibration. Where wood is used, it is hardwood, and in finish probably has no equal in marine work.

Her scheme of decoration, ventilation, and sanitation is as artistic and scientific as modern methods can produce, and, at the same time, her general lay-out for practical and comfortable operation is the evolution of the long number of years in which the Day Line has been conducting the passenger business. Like the other steamers of the Hudson River Day Line, she is exclusively built for first-class passenger traffic, and no freight of any kind is carried. She has four decks entirely devoted to passengers. The offices, baggage-rooms, cloak-rooms, etc., are located as much as possible amidships, so that every available part of the entire steamer from which a good vantage point may be had to view the scenery is for the exclusive use of tourists.

A detailed account of this steamer would be a long story, but some of the salient features are as follows: She carries the largest passenger license ever issued, namely: for 5,000 people. On her trial trip she made the fastest record through the water of any inland passenger ship in this country, namely 23.1 miles per hour. Her shafts are under the main deck; her mural paintings represent prominent features of the Hudson which may not be well seen from the steamer. What is worthy of remark just here is the fact that the new steamer comes as near being fireproof as a fabric of this character well could be. Built of steel, with all beams and trusses supporting the decks of the same material, and with hydrants and fire hose placed every few feet, no danger could be apprehended.

A still alarm sent from any part of the boat will concentrate the crew upon that part, who could rapidly overcome any serious trouble. Indeed, the safety applicance system of the "Hendrick Hudson" is one of the most complete and elaborate ever put on a steamboat. Her equipment far exceeds the requirements of the underwriters and of the Government inspection laws.

She has fourteen large private parlors, representing different periods of decoration; one large Persian writing-room, done in teak and gold; one ladies' lounge-room, in white mahogany and gold. The observation-rooms on the upper deck are not only novel but most attractive, as one can see from them, without moving from his chair both sides of the river, and ahead or astern, and being under the shade of the deck, have comfortable protection from the glare of the sun or the water. The dining-room (on main deck) and lunch-room are much the same as the other steamers, except larger, and carry out the same scheme of ornamentation.

THE DAWN OF THE NEW WORLD.
Courtesy Journal American History.

THE HUDSON is pre-eminently famed among the rivers of the world for the surpassing beauty and bold grandeur of its scenery, while history, legend and story have left hardly a mile of its course unhallowed by their associations. It has been sung by the poet, pictured by the artist, and pen-painted by a multitude of descriptive writers, but no pen or brush has adequately portrayed its charming scenery, which must be seen to be appreciated. The river, and the region through which it flows, evoke eulogies not only from modern visitors, but even the savage, whose domain it was before the coming of the white man, considered it his Elysium, while from the first explorer down to the tourist of to-day it has not failed to call forth its tribute of praise.

Prior to its discovery and settlement by Europeans, this valley was inhabited chiefly by two tribes of Algonquin Indians; one of them the Mohegan, "the Romans of the Western World," dwelling to the east, and the other, the Mincee, to the west of the river; and their weird traditions still cling to many of the places with which they were associated.

The first white men who beheld the sparkling waters of the bay of New York were doubtless Varrazano and the men who accompanied him in his small boat, when, leaving his ship outside the Narrows, he entered and explored the bay in 1524, of which he has left a plain description in his account of the voyage. He writes of this in his narrative,—"a very pleasant situation; we regretted to leave this region, which seemed so commodious and delightful."

There is considerable dispute among historians as to whether he entered the bay and harbor at New York, or whether it was Narragansett Bay, but be that as it may, the first actual explorer of the river was he whose name it now bears.

In the haze of a September evening, in the year 1609, a little high-pooped, broad-bottomed Dutch yacht came in from the sea and came to anchor in sight of the Navesink Highlands. "This", they wrote, "was a very good land to fall in with and a pleasant land to see." The vessel, a Vlieboat, called the "Half Moon," of about eighty tons burden, sent out by the East India Company, under the command of Henry Hudson and a crew of twenty sailors, partly Dutch and partly English, was under orders to "explore a passage to China by the northeast or northwest." The next morning, September 3rd, was misty, but it cleared at ten and with a wind south-southeast they stood to the northward, and at night anchored inside Sandy Hook. The time until the 12th was spent in exploring the lower bay and the adjacent islands, and in the meantime one of the sailors, named Coleman, was killed by an arrow from the Indians. On the 12th, they passed through the Narrows and came to anchor at night "two leagues" from its entrance, probably very near the present Battery Park.

Sunday, September 13th, it being fair with northerly wind, they weighed anchor at 7 a. m. and "turned four miles into the river" with the tide, and, as it turned anchored, and "four canoes came out and brought very great store of very good oysters, which we bought

ALONG THE AMERICAN RHINE—THE HISTORIC HUDSON.
From an old engraving of beautiful waterway through which the "Clermont" sailed in 1807.

OLD NEW YORK AS ROBERT FULTON KNEW IT.
Broadway at City Hall Park a hundred years ago.

for trifles." In the afternoon they went up with the flood tide "two and a half leagues further, and anchored in five fathoms, soft ooz, in sight of a high point of land bearing north by east five leagues away." The 14th being very fair, with wind southeast, they sailed up the river "twelve leagues and came to a strait between two points, and it turned northeast by north one league, very high lands on both sides, then northwest one league and a half, then northeast by north five miles, then northwest by north two leagues, and anchored. The land grew very high and mountainous; the river is full of fish." The 15th was misty until the sun rose, when it cleared, and with a south wind they ran into the river "twenty leagues, passing by high mountains; at night we came to other mountains, which lie from the river's side; there we found very loving people, and very old men, where we were well used." There they remained fishing and taking in fresh water until the evening of the 16th, when they weighed anchor and went up "two leagues further and struck shoal water and anchored till morning." On the 17th it was fair and very hot, and in the morning they set sail and ran up "six leagues higher, and found shoals in the middle of the channel, and small islands, and but seven fathoms in both sides." Here they ran aground, but got off with the flood tide. The 18th being fair they remained at anchor all day and Hudson went on shore with an old Indian, "a governor of the country who carried me to his house and made me good cheer." The governor was "chief of a tribe consisting of forty men and seventeen women; these I saw in a house well constructed of oak bark, and circular in shape, so that it had the appearance of being built with an arched roof. It contained a great

quantity of maize or Indian corn and beans of the last year's growth, and there lay near the house for the purpose of drying enough to load three ships, besides what was growing in the fields. On our coming into the house, two mats were spread out to sit upon, and some food was immediately served in well-made wooden bowls. Two men were also dispatched at once, with bows and arrows, in quest of game, who soon brought in a pair of pigeons which they had shot. They likewise killed a fat dog, and skinned it in great haste, with shells which they had got out of the water. They supposed that I would remain with them for the night; but I returned after a short time on board the ship. The land is the finest for cultivation that I ever in my life set foot upon, and it also abounds in trees of every description. The natives are a very good people; for when they saw that I would not remain, they supposed that I was afraid of their bows, and, taking the arrows, they broke them in pieces and threw them in the fire."

Historians differ greatly as to the location of the "loving people," and as to where the above incident took place, as well as the exact location of all the other places mentioned in the log-book of the "Half Moon." These extracts are from this log-book, which is the only record of the voyage we have, except that De Laet expressly states in his narrative that the place where Hudson went on shore, as a guest of the old chief, was in latitude 42– 1' 8", which would be about Stockport, where the Kinderhook creek empties into the river. Those who are familiar with the river will have no trouble in locating the high point of land mentioned on the 13th, nor the passage of the highlands on the 14th, nor the Catskills as the mountains that lay from the river's side on the 15th.

On the 19th, the weather being fair and hot, "at the flood tide, being near 11 o'clock, we weighed and ran higher, two leagues above the shoals, and had no less water than five fathoms, we anchored and rode in eight fathoms."

This was the highest point reached by the "Half Moon", but small boats were sent further up the river on the following day, and they reported that two leagues up were two fathoms of water, and a very narrow channel, and above that place seven or eight fathoms. On the 22nd, the boat was again sent up the river to make soundings and returned at night in a shower, reporting it "to be at the end for shipping to go in, for they had been up eight or nine leagues and found but seven foot water and unconstant soundings." This seems to belie the common historic assertion that "Hudson ascended the river as far as Albany and sent small boats up as far as Waterford." If the small boat ever got as far as the mouth of the Mohawk, it seems strange that the sailors did not mention it and comment on the Cohoes Falls, which would have been in plain sight.

During the time between the 19th and 22nd, while the vessel remained at anchor, occurred the incident commonly ascribed in history to Manhattan Island, where Hudson made the savages drunk,—the first taste the Indians had of that "fire water" which became their lasting curse.

On the 23rd they began their return down the river, and on the 4th of October passed Sandy Hook and stood out to sea, bidding adieu, forever, to the beautiful river which they had discovered, and which now bears the name of their commander.

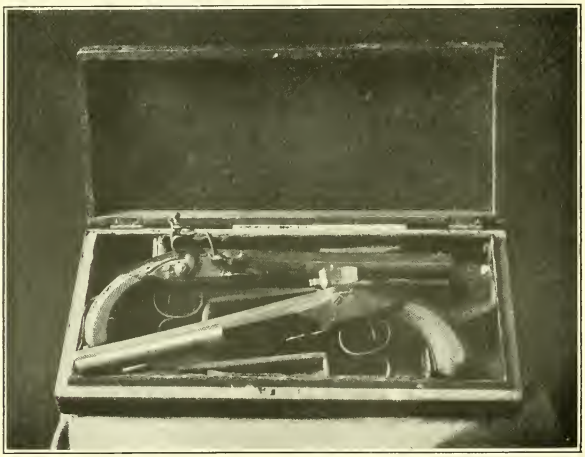
The Hudson has borne numerous appellations; to the Iroquois, it was known as the Cahohatatia, or river that flows from the mountains; among other tribes it was known as Skanektade, or river that flows beyond the open pines; the Mohegans called it Shatemuck,

while the Delawares, and other southern tribes, called it Mohecannituck, or river of the Mohegans. Other names were Nassau, Manhattan, Mauritus, Noornt River and De Groote River, but it never came to be generally called the Hudson until after the English wrested the territory from the Dutch in 1664.

The once silent "River of the Mountains" is now the highway of a boundless traffic, and bears upon its bosom the teeming wealth of nations; the primeval forests that once covered the unbroken retreats of the simple Manhattoes have given place to the busy metropolis that largely controls the commerce of the world; in the place of the birch canoe we have the swift steamers, that rival the bird in speed and make the trip from the sea to the head of navigation in as many hours as it took the "Half Moon " days.

Let us follow one of the steamers of the Day Line in its journey up this historic stream, and briefly note some of the most prominent features of its scenery and some of the places of historic interest.

Near the very spot from which the steamer begins its trip, a Revolutionary line of breastworks extended from Desbrosses Street along Greenwich to Hubert, and along



HISTORIC PISTOLS USED IN THE FAMOUS HAMILTON-BURR DUEL.

It was with these pistols that the Secretary of the Treasury of the United States was killed by the Vice-President of the United States in a duel arising from political controversy. These pistols were purchased by John Barker Church in London.

TOMB OF GEN. U. S. GRANT.

THE ALBANY DAY LINE ONE HUNDRED YEARS AGO.
At one of its relay stations, while passing through the Hudson River Valley in a terrific Snow Storm.

Hubert to the river bank, and thence south to the Grenadiers' Battery, which stood about at Franklin Street. Just back of this stood the "Brew House," also fortified; and guarding the waterfront below were the Jersey Battery, McDougall's Battery, Oyster Battery, and intervening earthworks. On the site of the present Battery Park stood Fort Amsterdam which was the principal military post of the Dutch colonists. In the time of Peter Stuyvesant, this was a square earthworks lined with planks, with four bastions, enclosing the barracks and the governor's house. Near by, on a slight elevation, stood the old company windmill, whose sails acted as a sort of barometer for the simple colonists; for they had an ordninace regulating the trips of the ferry to such times as it might be in operation; for, if the wind was too strong, for the mill to run, the ferryman need not cross, and many of the labors of the day were also regulated by its movements.

As the steamer leaves her pier and pushes out into the stream, the noise of the city gives way to the steady throb of the engine and the ripple of the water as the boat skims its surface.

To the west the rocky eminence at Weehawken marks the spot where Hamilton fell, mortally wounded, in a duel with Burr, and stretching away to the north for twenty-three miles, the picturesque Palisades form a perpendicular wall of rock, varying in height from fifty to six hundred feet.

Not the Rhine of Germany, whose banks are strewn with the relics of feudalism, nor the lochs and firths of Scotland that murmur to the sea their wails of the Viking invaders; nor the hills of Greece, on which the gods held council, are more picturesque in their ruins

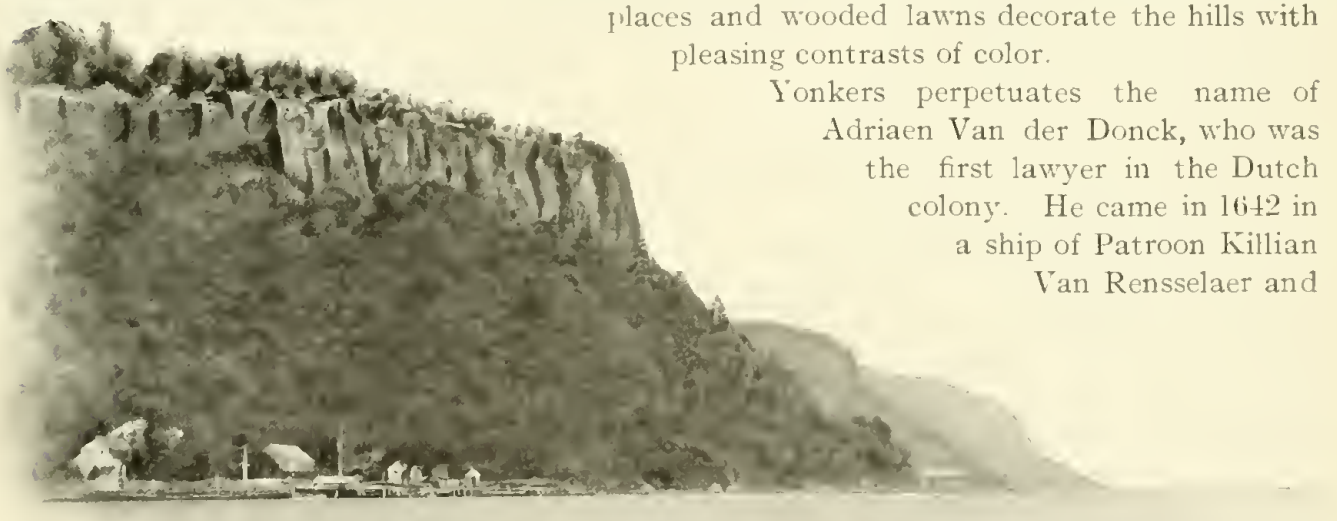
than the palisaded Hudson, with these rocky summits, split and rent, forming turret, minaret and dome or battlement, as fantastically set as the ruined piles that lie crumbling over the sea.

To the east, in Riverside Park, a grateful people have erected an imposing mausoleum which contains the remains of General Grant.

One of the fiercest battles of the Revolution was fought on the heights immediately north. Commanding the point now called Fort Washington Point stood a fortification bearing the same name, and just above were Forts Tyron and Cock Hill, protected in the rear by Fort George. These were held by the American forces under Colonel Magaw, with about two thousand men. Sir William Howe with a force of about five thousand men began an attack upon these on the 15th of November, 1776, which culminated in a victory for the British soon after noon of the following day. Word being sent to General Washington at Hackensack, he hastened to Fort Lee, and there with his general officers gathered around him, on the heights across the river, he was an eye-witness of the slaughter and final defeat of the patriot forces. Fort Lee was immediately abandoned, but before its stores could be removed a large part of them, as well as the mounted cannon, were captured by Cornwallis who had crossed the river with six thousand men. This retreat of Washington was the cause of his famous crossing of the Delaware among the ice floes a month later.

Across the river from Washington Point to the rocks under Fort Lee stretched a *chevaux-de-frise*, and on the bluff over the railroad station at Spuyten Duyvil was another Continental fort called Independence.

The surrounding shores abound with localities rich with incident and deeds of daring enacted during the troublous days of '76 while to-day they are occupied by the homes of men of wealth, letters and social prominence, whose places and wooded lawns decorate the hills with pleasing contrasts of color.



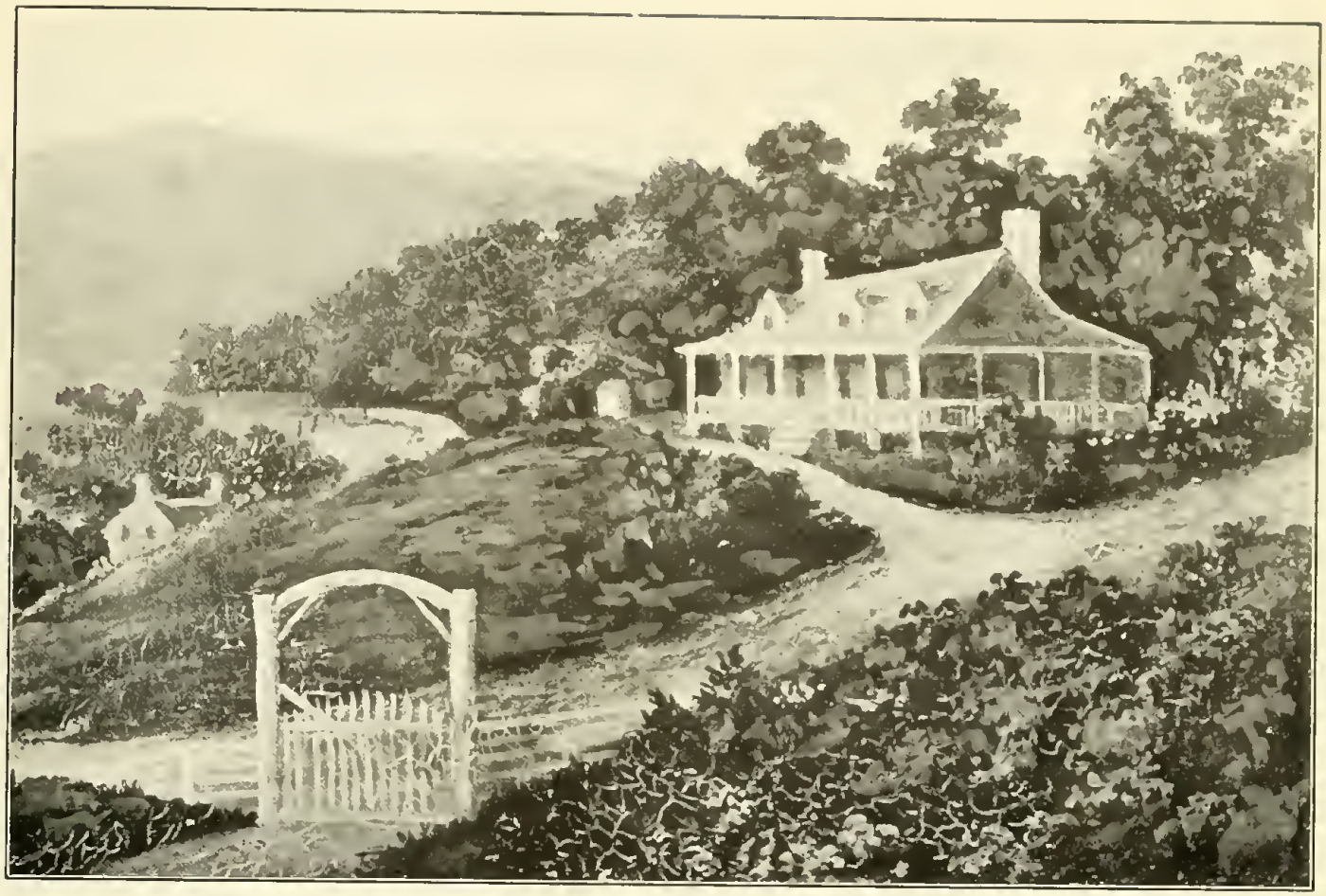
Yonkers perpetuates the name of Adriaen Van der Donck, who was the first lawyer in the Dutch colony. He came in 1642 in a ship of Patroon Killian Van Rensselaer and

GOVERNOR CLINTON'S BIRTHPLACE, NEW WINDSOR.

settling here and living with some pretense of style, his estate came to be called "de jonkhee's landt," or the gentlemen's land; which has been corrupted to the present name Yonkers. Here also, in the center of the city, stands the old Phillipse mansion, once the home of Mary Phillipse, whose hand was sought by Washington, and who was one of the few women attainted of treason during our war for independence, her property being confiscated by the government.

In front of the city, in 1777, occurred a naval engagement between the American gunboats and the British frigates "Rose" and "Pheonix," in which the former were defeated and compelled to seek safety in the mouth of the Sawkill (now Nepperhan) Creek.

It could not have been far from here that the "Half Moon" came to anchor on the evening of Sunday, September 13th, 1609, in sight of the high point of land five leagues away. Picture the scene in the words of Irving: "The late swelling sail hung lifeless against the mast,—the seamen with folded arms leaned against the shrouds, lost in that involuntary musing which the sober grandeur of nature commands in the rudest of her children. The vast bosom of the Hudson was like an unruffled mirror, reflecting the golden splendor of the heavens, excepting that now and again a dark canoe would steal across its surface, filled with painted savages, whose gay feathers glared brightly, as perchance a lingering ray of the setting sun gleamed upon them from the western mountains.



ELLISON HOUSE AT NEW WINDSOR.

"But when the hour of twilight spread its magic mists around, then did the face of nature assume a thousand fugitive charms, which, to the worthy heart that seeks enjoyment in the glorious works of its Maker, are inexpressibly captivating. The mellow, dubious light that prevailed, just served to tinge with elusive colors the softened features of the scenery. The deceived but delighted eye sought vainly to discern, in the broad masses of shade, the separating lines between the land and water; or to distinguish the fading objects that seemed sinking into chaos. Now did the busy fancy supply the feebleness of vision, producing with industrious craft a fairy creation of her own. Under her plastic wand the barren rocks frowned upon the watery waste, in the semblance of lofty towers and high embattled castles,—trees assumed the direful forms of mighty giants, and the inaccessible summits of the mountains seemed peopled with a thousand shadowy beings.

"Now broke forth from the shores the notes of an innumerable variety of insects, which filled the air with a strange but not inharmonious concert,—while ever and anon was heard the melancholy plaint of the whip-poor-will, who, perched on some lone tree, wearied the ear of night with his incessant moanings. The mind soothed into a hallowed melancholy, listened with pensive stillness to catch and distinguish each sound that vaguely echoed from the shore,—now and then startled perchance by the whoop of some straggling savage, or the dreary howl of a wolf, stealing forth upon his nightly prowlings."

VIEW OF WEST POINT FROM DI

OM OF DAY LINE STEAMERS

He who penned the above has done more to perpetuate the old tales and traditions of the Dutch settlers than any other writer, and at Irvington, Sunnyside, his former residence, can be seen from the steamer. During the Revolutionary period it was owned and occupied by Jacob Van Tassel and was called Wolfert's Roost. Van Tassel and his associates, who were the acknowledged defenders of the neighborhood against the depredations of the Cow Boy and Skinner marauders, used the place as headquarters and as a garrison, and also maintained from it a part of the water guard of the river. This old house stands to-day beautifully enriched by the hand of nature, hallowed by the voice of traditionary history speaking out from the old walls and umbrageous trees, and consecrated by the presence of true genius.

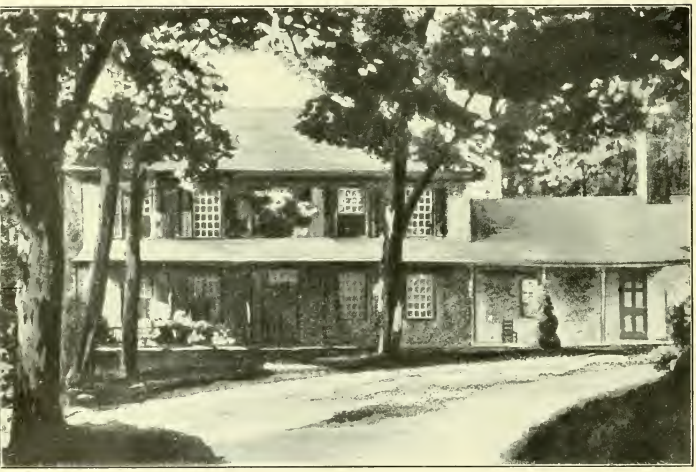
As we proceed and the river widens into the broad Tappan Zee, there comes into view a bewildering panorama of places which recall much of history and romance, and we can well call into use again the "Genius of Sunnyside" where he pictures it in describing the voyage of Peter Stuyvesant, in his Knickerbocker History of New York: "Now did they career it gayly across the vast expanse of Tappan Bay, whose wide extended shores present a vast

GATE OF THE HIGHLANDS.

TEMPLE HILL MONUMENT, NEW WINDSOR.

variety of delectable scenery—here the bold promontory, crowned with embowering trees, advancing into the bay—there the long woodland slope sweeping up from the shore in rich luxuriance, and terminating in the upland precipice—while at a distance a long waving line of rocky heights, threw their gigantic shades across the water. Now would they pass where some modest little interval, opening among these stupendous scenes, yet retreating as it were for protection into the embraces of the neighboring mountains, displayed a rural paradise, fraught with sweet and pastoral beauties; the velvet-tufted lawn—the bushy copse—the tinkling rivulet, stealing through the fresh and vivid verdure, on whose banks was stationed some little Indian village, or, peradventure, the rude cabin of some solitary hunter.

"The different periods of revolving day seemed each, with cunning magic, to diffuse a different charm over the scene. Now would the jovial sun break gloriously from the east, blazing from the summits of the hills and sparkling the landscape with a thousand dewy gems; while along the borders of the river were seen heavy masses of mist, which, like midnight caitiffs, disturbed at his approach, made a sluggish retreat, rolling in sullen reluctance up the mountains. At such times, all was brightness and life and gayety—the atmosphere



HEADQUARTERS OF GENERAL KNOX, NEW WINDSOR.

SIGNING WAYAYANDA PATENT.

seemed of an indescribable pureness and transparency—the birds broke forth in wanton madrigals, and the freshening breezes wafted the vessel merrily on her course."

Tarrytown, which lies to the east of the bay, nestled among the Greensburgh hills, upon the site of a former Indian village called Alipconck, which in the Delaware tongue signified place of elms, was called by the Dutch "Tarwee Town," which is to say, wheat town. Here is the place where Andre was captured; and across the river, on a hill just back of Piermont, is the place where, after being tried as a spy, he was hanged.

Within sight of the river, at the north end of the town, stands the Old Sleepy Hollow Dutch church and burying-ground, and at one side flows the Pocantico Creek, made famous by Irving as the haunt of the headless horseman, in his "Legend of Sleepy Hollow." Here also lies the grave of Irving, in the very spot of which he said,—"if ever I should wish for a retreat, whither I might steal from the world and its distractions, and dream quietly away the remnant of a troubled life, I know of none more promising than this little valley. A small brook glides through it, with just murmur enough to lull one to repose; and the occasional whistle of a quail, or tapping of a woodpecker, is almost the only sound that ever breaks in upon the uniform tranquility. A drowsy, dreamy influence seems to hang over the land and to pervade the very atmosphere."

Leaving astern the Tappan Zee, the steamer veers slightly to the west and, passing close to Hook Mountain, enters the narrow strait off Teller's Point, where on the night of September 21st, 1780, the British sloop-of-war "Vulture" lay waiting the return of Major Andre from his conference with the traitor Arnold. Colonel Livingston had been informed that a vessel of the enemy lay within cannon shot from the shore, and during the night he and a few companions got an old four-pounder out on Teller's Point, and, as soon as daylight permitted opened fire with such effect as to compel the sloop to drop down stream, considerably damaged. This incident led to the capture of Andre, though Livingston had no idea that he was accomplishing anything beyond harrassing a vessel of the enemy; it compelled Andre to attempt a return to the British lines by land, and the result is well known.

To the west of Haverstraw Bay and a little north of the village of Haverstraw, standing upon a hill commanding a full view of the bay and the anchorage of the "Vulture," the Joshua Hett Smith house is still to be seen. "Treason Hill" is well named, for here the conference between Arnold and Andre was brought to a close, the price of treason fixed and every detail settled for the betrayal of the cause of liberty.

Upon the heights at Stony Point and Verplanck's Point were located Revolutionary fortifications, constructed and held by the Continental armies. On the first of June, 1779, they were captured by the British under Sir Henry Clinton. The recapture of the works on Stony Point by a small band of patriots under General ("Mad" Anthony) Wayne forms one of the brightest pages of our country's history.

Just north of this point was the famous King's Ferry over which Andre crossed after his conference at the Smith house; this was considered a very important and much used crossing at that time.

And now, as the steamer approaches the Highlands region, what need is there of relating incidents of history or of indicating places of interest when the whole region is picturesque and grand beyond description, and of itself so imposing as to hold the attention of even those who are the most wanting in admiration for the grand and beautiful in nature? But when added to this natural attractiveness of scenery we have a locality crowded with historic associations of that period of our country when patriotism burned as a flame that consumed, and loyalty to the cause of freedom called forth deeds of heroism and personal sacrifice such as the world has rarely known, where every spot recalls the memory of such patriots as Washington, Putnam, Lafayette, Schuyler, Greene, Kosciusko, Steuben, and the many others who with them made our country a land of freedom, expression is dumb and description feeble; and yet there are those who are not familiar with the locality to whom a brief word of explanation may not be amiss.

This region has always inspired mankind with emotions of awe, for many are the tales of supernatural deeds that are said to have been done within its limits; and to the early Dutch navigators it was a region of dread, which was under the dominion of supernatural and mischievious beings who took a peculiar delight in venting their spleen and indulging their humors upon and bothering them with flaws and head-winds, counter-currents and all kinds of impediments. Some believed these mischievious powers to be evil spirits conjured up by the Indian wizards to revenge themselves on the strangers who had dispossessed them.

AMERICAN INDIAN CHIEF.

The Aboriginal American In Art. The Red Man typified in sculpture by A. P. Proctor of New York. Modeled after a chief of the Sioux Indians.

The Indians believed these mountains were raised by the mighty spirit Manito, to protect his favorite abodes from the unhallowed eyes of mortals, and that before the Hudson poured its water through them they formed a vast prison within whose rocky bosom he confined the rebellious spirits who repined at his control; that here, jammed in rifted pines or crushed by ponderous rocks, they groaned for ages, until at length the conquering Hudson burst open their prison house, rolling a mighty tide triumphantly through the stupendous ruins.

What is usually called the "Southern Gateway to the Highlands" is formed by Dunderberg Mountain on the west and Manito Mountain on the east, which rise in rocky heights over a thousand feet above the river.

These great mountains and hills are set with a rugged grace that cannot but influence the beholder to feel that Nature outdoes Art and that the latter makes but an imperfect attempt at reproducing her perfections.

Although man cannot suggest the change of a single setting of the Creator's handiwork in this region that would add to the effect, yet its natural position has been such that many events have transpired within its limits which embellish its scenes with their memory; and thus though unable to add to its scenic effect, he has added a halo of glory to it that will shine brightly until the world forgets to love freedom and to revere the spots where patriots bought it with heroism and with blood.

The ruins of Revolutionary fortifications are scattered in great profusion through the Highlands, but as their construction was for the most part of earth, their remains are only to be distinguished by a close examination of the places where they stood; but much still remains to reward the visitor for his time if he cares to search them out.

Fort Independence stood at the base of Manito Mountain, commanding the narrow entrance to the Highlands. A little further on, where Peploap's Kill brings down to the Hudson the waters from Bear Mountain, stood Fort Clinton and Fort Montgomery, on either side of the ravine formed by its mouth. From here across to Anthony's Nose were stretched a heavy wooden boom linked together with iron links and buoyed by wooden rafts, and a heavy iron chain also secured in the same manner. Besides these the channel was obstructed by a *chevaux-de-frise*. On October 6th, 1777, these forts were taken by the British, and here on that night the Americans burned two frigates, two galleys and an armed sloop to prevent their capture by the enemy. Says Stedman: "The flames suddenly broke forth, and as every sail was set, the vessels soon became magnificent pyramids of fire. The reflection on the steep face of the opposite mountain, and the long train of ruddy light which shone upon the water for a prodigious distance, had a wonderful effect; while the ear was awfully filled with the continued echoes from the rocky shores, as the flames gradually reached the loaded cannons. The whole was sublimely terminated by the explosions, which left all again in darkness." On the following morning the enemy destroyed the obstructions in the river, which had cost the Americans a quarter of a million of dollars. Fort Constitution upon the island opposite West Point was abandoned, and Vaughan and Wallace sailed up the river on a marauding expedition during which they burned Esopus and Kingston. Here also, near Fort Montgomery, "Captain Molly" Pitcher, the heroine of the battle of Monmouth, lived and died.

Beaconcrest Hotel, Mt. Beacon

THIS fine new hotel opened to the public, is situated on the western crest of Mt. Beacon, Matteawan, New York, fifty-nine miles from New York city, directly opposite Newburgh and Washington's Headquarters, overlooking beautiful Newburgh Bay, and is reached by the Mt. Beacon Incline Railway. From its broad verandas some of the finest views of the Hudson River are obtained.

The house is three stories, consisting of large office with open fire-place, large cool sleeping rooms and toilet and bath rooms on every floor. In all sanitary arrangements the greatest possible care has been exercised under the supervision of sanitary experts. The building is steel sheathed throughout, thereby greatly diminishing the danger from fire. Long lines of hose connected with water mains, also fire extinguishers in all parts of the house are safeguards against fire. The house is furnished throughout in a comfortable and adequate manner.

Water for cooking and drinking is furnished from the famous Beacon Spring. The spring is located on the west side of the mountain and is so situated that it can never be contaminated. It bubbles up cool, sparkling and pure. Recent analysis shows it to be a very superior water for drinking purposes and is excelled by none.

Contiguous to the hotel are some 800 acres of mountain woodland, a delightful place to ramble through wooded paths and over rocky crags, where every view is a delightful revelation.

"Beaconcrest" always enjoys a breeze. The altitude of the mountain, 1,539 feet above sea level, insures immunity from fleas and mosquitoes.

Time, decay, and the march of improvement are ruthlessly destroying relic after relic in this region, and one of the last to pass from our observation is the Beverly Robinson House, which was situated at the foot of Sugar Loaf Mountain, about three-fourths of a mile from Beverly Dock, near Garrisons.

The wife of Colonel Robinson was a daughter of Frederick Phillipse, and as the Colonel and General Washington were close personal friends before the war, it was at this house where Washington met and fell in love with Mary Phillipse. This was also Arnold's headquarters after he secured the command of West Point with the purpose of betraying it to the British, and it was here that he matured his nefarious plans and abandoned his wife on receiving news of the capture of Andre. The house was also used as a hospital for the American army, as it was large and roomy, and its farm and gardens very extensive and productive.

And now, the bold promontory to the west, crowned with noble buildings, brings to mind other reminiscences.

West Point! Cradle of War; nursery of heroes; school of an army that has never known defeat; what names does it recall of illustrious men now slumbering in the dreamless sleep of the dead! Let memory also recall the nameless heroes, who for their love of country and the righteous cause of freedom, withstood privations and labored undaunted by suffering, to here erect a barrier against the foes of liberty:—

"Nor you, ye proud, impute to these the fault,
If Mem'ry o'er their tomb no trophies raise,"

for they were but the individuals comprising the rank and file of the army, and it was their courage and their brawn and muscle, though guided by illustrious leaders, that raised the banner of Freedom over our land. While they were constructing these works, in January, 1778, General Putnam, then in charge, wrote to Washington:—"Dubois's regiment is unfit to be ordered on duty, there not being one blanket in the regiment. Very few have either a shoe or a shirt, and most of them have neither stockings, breeches or overalls. Several companies of enlisted artificers are in the same situation and unable to work in the field."

The first fort built here was commenced in August 1775, by direction of the Provincial Assembly at New York. It was called Fort Constitution, and was erected on the rocky island across from West Point now called Constitution Island. In April, 1778, Fort Clinton was completed on West Point, and soon after Fort Putnam upon Mt. Independence was built to command the lower forts, and very soon thereafter Forts Webb and Wyllys were thrown up as outer works to protect Fort Putnam.

A chain and obstructions were also placed across the river at this point, just as those lower down at Fort Montgomery were placed, to obstruct navigation.

All of the fortifications are in ruins now, except Fort Clinton; and the gray ruins of old Putnam standing out in strong relief against the green background of mountains are a silent reproach for the neglect that has allowed it to decay.

All these and more speak with siren tongue to lure the traveler and historian; but it is not by these associations alone that the stranger is moved with strong emotions when approaching West Point; for, indeed, one all unmindful of the past or utterly indifferent to our history cannot but feel a glow of admiration as he courses along the sinuous channel of this portion of the river, or climbs the rough hills that embosom it. To the uninitiated

SIEGE BATTERY, WEST POINT—LOOKING NORTH.

Constitution Island seems to block the river completely and leave no passage beyond, but as the boat nears the apparent obstruction and seems about to run upon it, a circuitous passage is seen to open to the west around the island, and the vista opened to the eye is rarely beautiful. Stretching away to the north the blue water seems to lose itself among the hills that lie beyond; indistinct in the distance, through the opening in the mountains, is seen the city of Newburgh, while on one hand Taurus and Breakneck stand guard, and on the other, Storm King and Cro' Nest.

This locality has had a wonderful attraction for literary men; Poe neglected his duties as a cadet at West Point to wander among these mountains and drink in inspiration for the literary productions, that afterward made him famous; Geo. P. Morris had his summer home under the shadow of Taurus, and nowhere in this broad land was there a more appropriate spot for the home of an American song-writer,

"Where Hudson's waves o'er silvery sands
Wind through the hills afar,
And Cro' Nest like a monarch stands
Crown'd with a single star." (*Morris.*)

WASHINGTON'S HEADQUARTERS, NEWBURGH

MOUNT BEACON MONUMENT.

Erected by the Daughters of the Revolution.

On the eastern crest stands a monument erected by the Daughters of the American Revolution, in commemoration of the burning of beacon fires during the occupation of New York by the British, to notify Washington and his officers of the movement of the enemy. It is reached by the Mount Beacon Incline Railway, the steepest incline railway in the world.

Here was the inspiration for Joseph Rodman Drake, when on a temporary visit to Cold Spring, he wrote under its spell "The Culprit Fay," and before summoning "Ouphe and goblin, imp and sprite," he thus describes the scene:—

"The moon looks down on old Cro' Nest;
She mellows the shades on his shaggy breast
And seems his huge gray form to throw
In a silver cone on the wave below.
His sides are broken by spots of shade,
By the walnut bough and the cedar made;
And through their clustering branches dark
Glimmers and dies the firefly's spark,—
Like starry twinkles that momently break,
Through the rifts of the gathering tempest's rack."

Where may we find more classic surroundings than these, where N. P. Willis, James K. Paulding, Gulian C. Verplanck, E. P. Roe, Miss Warner, Henry Ward Beecher, Harriet Beecher Stowe, and many others have toiled among their books?

As the shores of Newburgh Bay begin to spread on either hand, and we look back over the steamers' wake at the rocky piles we are leaving, we perceive that, like their gateway at the south, the Highlands also have a gateway at the north, whose posts are Breakneck on the east, and Storm King on the west; each in altitude more than fifteen hundred feet.

Here again new scenes remind us of their accompaniment of incident, for it is ever thus with the Hudson; though we may contemplate its deepest grandeur or brightest aspect, we always find it surrounded with interest or hallowed by memories of events that cluster around it. Plum Point, New Windsor, the Beacon Hills, Fishkill and Newburgh,—how they crowd the memory with tales of the past until we fancy we can again see the beacon fires flash up from peak to peak and a ruddy glow mantle the most distant hill-top, while the boom of the alarm gun as it echoes from mountain to mountain and shore to shore seems to die away in a distant murmur up the valley.

Here at Newburgh was Washington's headquarters while the Continental army was quartered in the valley, and it is now maintained by the State as a Museum of Revolutionary Relics, as nearly as possible as it appeared in the era of the Revolution.

The Verplanck mansion, which stands embowered in a grove of locust trees on the bluff just north of Fishkill, was owned by Samuel Verplanck, Esq., during the Revolution, and was for a time the headquarters of Baron Steuben when the American Army was encamped in the vicinity of Newburgh. Here was also organized the Society of the Cincinnati, an organization named in veneration of the illustrious Roman, Lucius Quintius Cincinnatus, whose members were the generals and other officers of the American army; they being resolved to follow his example by returning to civil life when the war was closed.

The surrounding mountains were the haunts of Enoch Crosby, an American Spy of the Revolution, whose exploits have been so interestingly told by Cooper in his tale, "The Spy," and the old Wharton house, around which the thread of the tale was woven, is still standing at Old Fishkill.

On the southern outskirts of Poughkeepsie, on the river bank, surrounded by a grove of locust trees stands the manor house of Henry Livingston, which was built in 1714.

When the British squadron ascended the river after the capture of Forts Clinton and Montgomery, this house presented too fair a target to escape damage, as the scars which still remain upon it from the cannon of Vaughan and Wallace will show. This place has recently been much changed, owing to the demand of its owners that it be made useful, and around it now stand smoking furnaces and heaps of scrap iron, while the only portion of the house that remains is used as the business office of its owners; however, that portion remains still in its original condition, and the scars left by the cannon balls still show.

And now the river begins to put on a new aspect and the more rugged mountain scenery to give way to hills that are covered by fruitful orchards and vineyards that yearly pour their bounty into the lap of man, while away in the distance the blue peaks of the Catskill beckon us to their region of enchantment. Where further down, the river tourist feels that thrill of emotion that always animates the breast of man when in the presence of the Creator's grandest works, here, where the noble stream pursues more quiet ways, he begins to feel the influence of restful drowsiness that seems always to have thrown its spell over the region of the Catskills.

NEWBURGH BAY.

In the early days of the settlements along the river, while the savage still roamed the hills in search of game to supply fur to the traders, the colonists seem to have gathered in only three localities—around Fort Orange, New Amsterdam and Esopus.

At the latter place, in 1614, a little ronduit or fort was built as a trading post at the mouth of the creek or kill, and in time this creek became known as the "Ronduit Kill," finally becoming corrupted to Rondout. A little settlement grew up around the fort, and later another sprang up on the higher lands which was called "Wiltwyck." The Esopus Indians occupied the adjoining country, and becoming jealous of the encroachments of the whites, they fell upon the settlement in 1663, while the men were at work in the fields, and killed or carried into captivity sixty-five persons. Toward the end of the century the settlement received a valuable accession by the arrival of a company of Huguenots, who had fled from persecution in France, to America. From this settlement has grown the city of Kingston.

After the adoption of the Declaration of Independence in 1776, the "Convention of Representatives of the State of New York" met to formulate and adopt a State Constitution. Owing to the unsettled condition of the country and the exigencies of war, this assembly, after meeting successively in New York, Harlaem, White Plains and Fishkill, finally settled at Kingston and there finished their labors and adopted the first Constitution of the State of New York, on the 20th of April, 1777.

This place suffered much from the Indians and Tories during the Revolution, and when it became so presumptuous as to harbor rebel legislators, it was marked for severe chastisement by the enemy. Accordingly when Sir James Wallace and General Vaughan sailed up the river with a fleet and three thousand six hundred men, in the autumn of the same year,, they burned and pillaged the city until hardly a house was left standing; but a protecting hand seems to have been over the old Senate House for it remained unharmed among the ruins and still stands, the pride of the city.

In the bay just south of Tivoli, the "Clermont," Fulton's first steamboat, was built in 1807. She was one hundred feet long, and made the trip from New York to Albany in thirty-six hours, the fare being seven dollars, exclusive of meals.

The long line of blue mountains which here skirt the river to the west have always exerted a mysterious charm outside of their attractiveness to the eye, for they are the very domain of the fanciful and supernatural.

Irving's Rip Van Winkle is too well known to require mention, and among the Dutch settlers there are legends that old Saint Nicholas inhabited the "Kat Bergs" and kept watch on the children with a big spy-glass, recording their good and bad actions and rewarding them accordingly at Christmas time. The poem of Clement C. Moore, "The Night Before Christmas," was written in Claverack, in full view of the glorious mountains.

From this point on through to the head of navigation there is much to occupy the student and pleasure-seeker. Rogers Island, where the Five Nations in 1625 fought and finally exterminated the Mohegan tribe; Stockport, the site of the Indian village where Hudson went on shore and was entertained by the old chief; Lindenwald, once the home of Martin Van Buren; Beerin (she-bear) Island where the doughty Nicholas Koren maintained the fortress of Rensselaerstein and sent Anthony, the trumpeter, back to Nieu Amsterdam, to transmit a message to the authorities by wiggling his fingers in front of his

POUGHKEEPSIE BRIDGE—CITY OF POUGHKEEPSIE IN BACKGROUND

Length of Bridge, from anchorage to anchorage	3,094 ft.
" " East Viaduct from anchorage to filling	2,640 ft.
" " West Viaduct " " " "	1,025 ft.
" " Total structure	6,759 ft.
Width of top of structure	35 ft.
" " water spaces between piers	500 ft
Size of Piers at bottom, 60 x 100 ft.	

Depth from high water to bottom of river	60 to 80 ft
" " " " " " " Caisons	125 to 135 ft
Height " " " " Fixed Span	135 ft
" " " " " Cantilever Span	160 ft
" " " " " R. R. Tracks	212 ft.
(Height of largest ship, "Three Brothers," 135 ft.)	
(Height under the Brooklyn Bridge, 119 to 135 ft.)	
Size of Piers at river's surface, 25 x 87 ft.	

historic nose: Tawassgunchee Hill, where the Five Nations concluded their treaty with the Dutch in 1618, and which also marks the outlet to the Tawasentha valley, once the home of the Indian singer Nawada, whose traditions Longfellow has embodied in his Song of Hiawatha; and the Schodack hills, whereon was maintained the ever-burning council-fire of the Mohegans, are all worthy of note.

On the east bank of the river, just before the steamer reaches the bridge at Albany, stands the Old Manor House of Patroon Killian Van Rensselaer, built in 1642, said to be the oldest house in the thirteen original colonies. Its walls are built of brick which were imported from Holland. This historic mansion has sheltered many of the great men of Colonial days and of the Revolutionary period, and here was composed that song which though frowned on by critics and derided by musicians, is still retained by the people as the National Air, "Yankee Doodle."

The site of Albany was an Indian settlement, chiefly of the Mohawk tribe; long before Hudson sailed up the river; and three years after, in 1612, traders established a post there, and it may be said founded Albany. Next to Jamestown in Virginia this was the earliest permanent European settlement within the thirteen original colonies. As Jamestown has long since ceased to exist, there being nothing left to mark the spot where she had her habitations except a few mouldering stones which are submerged by the freshets each year. Albany remains the oldest of the settlements of the colonies.

A temporary fort was erected in 1614 and the place was named by the Dutch, Beaverwyck, from the circumstance that great numbers of beaver were found there, but a new fortification was erected in 1623, called Fort Orange, and the town retained this name until 1664, when the New Netherlands passed into the hands of the English; then it received the name of Albany, in honor of James, Duke of York. The first stone building was completed in 1647, on which occasion "eight ankers" (128 gallons) of brandy were consumed! About this time the village was stockaded with strong wooden pickets, the remains of which were visible until 1812. It had become a considerable town in 1749 when Kalm visited it. He says,—"The people all spoke Dutch; the houses all stood with the gable ends toward the street, and the water gutters at the eaves, projecting far over the streets, were a great annoyance to the people. The cattle having free range kept the streets dirty. The people were very sociable, and the spacious stoops were always filled on summer evenings with neighbors mingling in chit-chat. They knew nothing of stoves, and their chimneys were almost as broad as their houses; and the people made wampum to sell to the Indians and traders. They were very cleanly in their houses; were frugal in their diet, and integrity was a prevailing virtue. Their servants were chiefly negroes."

During the revolution and particularly after the British took possession of New York City, Albany was the focus of revolutionary power in the State. There the Committee of Safety had its sittings; and after the destruction of the forts in the Highlands and the burning of Kingston, it was the headquarters of the military and civil officers in the Northern Department. It was incorporated a city in 1686, and made the Capital of the State soon after the revolution.

There the captive officers of Burgoyne's invading army were hospitably entertained by General Schuyler and his family at their spacious mansion, which is still standing at the head of Schuyler street, completely embosomed in trees and shrubbery. Within it

The Hudson

ail Noble River, born of fairy lake,
Nurtured in Adirondacks' bosom wild,
Where spirits o'er thy bright face charmed wands shake,
And christen the fair cradle of their child
"Tear of the Cloud." Your guardian mountain, high
Tahawas, smiles to see his truant boy
So dashing down his sides, and tired lie
His head on meadow green in restful joy.

Then childhood's merry brook with stones at play
Gives way to manhood's strong impetuous tide,
And love-lorn eddies by the bright falls stray
To win the winsom Mohawk for your bride.
Arm locked in arm, life's golden goal achieved,
You sweep in stately grandeur to the sea,
To be but one of myriad wave-souls heaved
On the white sand bar of eternity.

Kenneth Bruce.

NTAINS.

Size of Bronze Tablet 5 ft. 3 in. wide by 6 ft. 0 in. high
Detail of Bronze Tablet Designed by JAMES E. WARE & SONS, Architects.
Modeled and Cast by JNO. WILLIAMS, Inc., New York.

The illustration on page 41 shows the new Testimonial Gateway and Lodge erected on the estate of Albert K. Smiley near New Paltz, New York. The interesting story of this beautiful little building is as follows:

At a meeting of the guests of the Lake Mohonk Mountain House on August 18th, 1906, it was unanimously determined to celebrate the fiftieth anniversary of the wedding of Mr. and Mrs. Albert K Smiley, the founders of Mohonk which would occur on the eighth day of July, 1907.

It was decided that to erect a massive entrance gateway to the estate near Near Paltz would be an appropriate recognition by the guests of the cordial welcome so many years extended to them by Mr. and Mrs. Smiley and would bespeak not only their deep esteem and congratulation, but show honor to the place which early became and still continues a centre of discussion and influence by commanding questions of national and international polity and from whence emanated substantial aid to many practical and proficient philanthropies.

The building is an imposing stone structure, designed by the architects James E. Ware and Sons of New York, and occupies a place on the new highway through an extension of Mr. Smiley's estate.

AMERICAN ART IN BRONZE AND IRON.
PERSPECTIVE VIEW.
TESTIMONIAL GATEWAY AND LODGE.
Entrance to the Estate of ALBERT K. SMILEY, Lake Mohonk, N. Y.
Dedicated October 14th, 1908.
Designed by JAMES E. WARE & SONS, Architects, New York.

PATENTEE'S MONUMENT AND MEMORIAL HOUSE, NEW PALTZ, N. Y.

the Baroness Reidesel was entertained, and there also in 1781 was the scene of the attempted abduction of the General by the Tory, Waltemeyer, when he robbed the patriots of his plate. There Lafayette, Steuben, Rochambeau, and other foreign officers of eminence were entertained, and there the noblest of the land, as well as distinguished travelers from abroad, were frequent guests during the life of the owner; and there the doors were open as freely when the voice of poverty pleaded for assistance as when the great claimed hospitality and courtesy.

Although navigation ends within a few miles of this place, this is not all that is interesting of the river. So far it has seemed more like a river of the sea whose waters ebb and flow as they linger in the valley. Above here it becomes more truly the "River of the Mountains," for, three hundred and twenty-five miles from its confluence with, and five thousand feet above, the ocean, the Hudson begins its course among the highest peaks of the Adirondacks.

The mists and vapors which cling around the bald heads of Mt. Marcy and Mt. Mc Intyre, coming in contact with the colder masses of those giants, are condensed and trickle down their sides in little rivulets which form a small basin of water called by the guides "Summit Water," and by Verplanck Colvin "Lake Tear of the Clouds." This, breaking forth in a small babbling stream, is the highest source of the Hudson, and in very truth it is a tear of the clouds.

We cannot follow it through the Opalescent, Sido Falls, Avalanche Lake, Panther Gorge, The Gorge of the Dial and the pass which the Indians call *Da-yeh-je-ga-go*, or "the

HENDRICK HUDSON'S RIVER

The First Indian Attack, May 1st, 1658

Reprinted from *Olde Ulster*, an Historical and Genealogical Magazine, Edited by Benjamin Myer Brink. Kingston-on-Hudson.

KINGSTON POINT IN 1843.

place where the storm-clouds meet in battle with the great serpent," nor trace its course on down to the place where it makes its plunge over Glens Falls, and where Cooper pictures the retreat of Leather-stocking.

From this place down to Albany the historian can find rich material for his musings—Fort Edward, Saratoga, Bemis Heights and Schuylerville, with its memories of the surrender of Burgoyne— all these speak in stentorian tones, commanding him to stop, while fancy, with a magic wand, recalls the past and repeoples the scenes with the forms of the departed multitudes in all the horrible aspects of war.

Patriotism has a language that speaks to every heart throughout the world. It is a language that is understood by all, and in every region, every clime, the homage paid to it is the same. Is there a spot in all this wide world where the voices are as loud and clear as those that speak in this valley? Here also tradition whispers from the rocks and hills its tale of Indian legends, while song and story recall the deeds of the quaint old Dutch settlers.

Its blue waters lap the shores of pastoral scenes as bewitching and classic as were the groves where Orpheus piped and Sappho sang to the Acadians of old; they lave the feet of mountains as sublimely beautiful in their rugged grandeur as any upon earth; they wander through regions once watered with patriot blood, where the echo of the brazen-throated war-bugle, the rattle of musketry and the boom of canon still murmur among the hills; they flow beneath a sky of as deep a blue as spreads its canopy above sunny Italy, and its summer winds are as soft and fragrant as those zephyrs which,—

"oppressed with perfume,
Wax faint o'er the gardens of Gul in her bloom."

GOVERNOR CLINTON'S MONUMENT.
At the Old Dutch Church, Kingston, N. Y.

MY DOG "CLEVELAND."

I own a dog who is a gentleman
By birth most surely, since the creature can
Boast of a pedigree the like of which
Holds not a Howard or a Metternich.

By breeding. Since the walks of life he trod,
He never wagged an unkind tail abroad,
He never snubbed a nameless cur because
Without a friend or credit card he was.

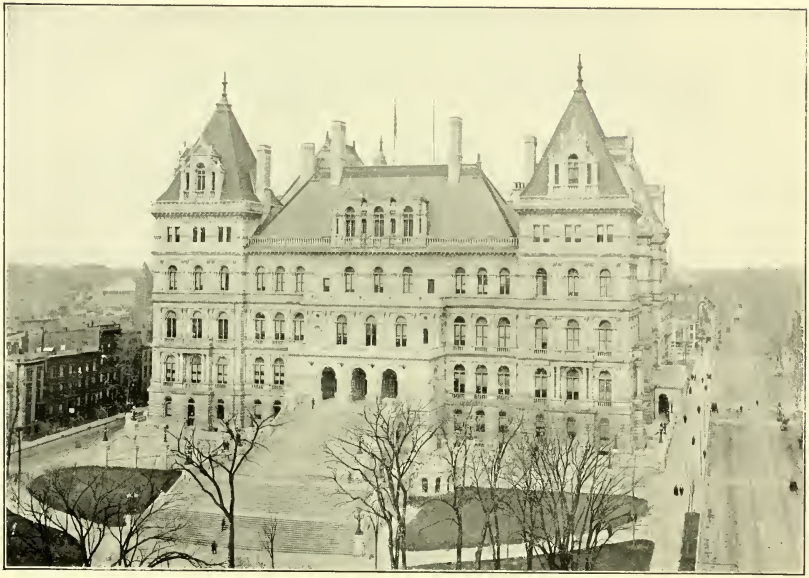
By pride. He looks you squarely in the face
Unshrinking and without a single trace
Of either diffidence or arrogant
Assertion, such as upstarts often flaunt.

By tenderness. The littlest girl may tear
With absolute impunity his hair,
And pinch his silken, flowing ears the while
He smiles upon her—yes, I've seen him smile.

By loyalty. No truer friend than he
Has come to prove his friendship's worth to me.
He does not fear the master—knows no fear—
But loves the man who is his master here.

By countenance. If there be nobler eyes,
More full of honor and of honesties,
In finer head, on broader shoulders found—
Then have I never met the man or hound.
Here is the motto on my lifeboat's log;
"God grant I may be worthy of my dog!"

MY DOG CLEVELAND.
Owned by C. J. Reynolds, Poughkeepsie on-Hudson.



STATE CAPITOL AT ALBANY, NEW YORK

THE CENTRAL-HUDSON STEAMBOAT COMPANY

THE benefit to be derived from a combination of capital with the management of diversified interests placed under one head is clearly illustrated in the organization of The Central-Hudson Steamboat Company in April, 1899, by the purchase of The Romer & Tremper Steamboat Company, The

Steamer Homer Ramsdell

Poughkeepsie Transportation Company, and the Homer Ramsdell Transportation Company, and the successful management of its fleet since that time.

This Company, a corporation, with its general office at Newburgh, N. Y., has a fleet of five side wheel steamers and four propellers, and during the

season of open navigation on the Hudson River these steamers touch at nearly every landing between New York City and Troy, the head of navigation.

The terminals of the four lines are: New York City, Pier New 24, North River, foot of Franklin Street; Newburgh; Poughkeepsie; Kingston (Rondout); Albany and Troy.

The Company runs three lines of steamers out of New York City to Newburgh, Poughkeepsie and Kingston; while one line is run from Newburgh to Albany and Troy and intermediate landings.

The steamers of this Company are the *"Homer Ramsdell"* and *"Newburgh,"* plying between New York City and intermediate landings to Newburgh; the *"Poughkeepsie"* and *"Marlborough,"* plying between New York City and intermediate landings to Poughkeepsie; the *"William F. Romer"* and *"Central-Hudson,"* plying between New York City and intermediate landings to Kingston, or what was formerly known as Rondout; the *"Milton Martin"* and *"Jacob H. Tremper,"* plying between Newburgh and Troy and touching at all intermediate landings. The steamer *"James T. Brett"* is used as an extra steamer when required.

This Company is capitalized for $1,500,000; is the owner of valuable shore property at Newburgh, Poughkeepsie and Kingston.

Its steamers are well adapted for the extensive freight and passenger business that is being transacted daily among the numerous towns and cities laying on both sides of the Hudson River between New York City and Troy.

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John Schoonmaker & Son's average more than two buyers in the New York market for every business day in the year. The heads of the twenty-six departments into which this business is divided, do the purchasing for this establishment. The frequent trips of these buyers to the market enables them to secure the best values for their customers.

This store has become the Dry Goods headquarters for the buying public, because the shrewdest of consumers have found after careful comparison that values here are the best. The public may rest assured that John Schoonmaker & Son, in the future as in the past will always sell their merchandise in fair competition with others and will never enter into any combination or trust for the purpose of raising prices to the consumer.

The store is situated at 94, 96, 98, 100, 102 and 104 Water Street.

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THIRD FLOOR—Carpets, Rugs, Mattings, Upholstery Goods, Curtains, Blankets, Trunks, Traveling Bags and Suit Cases.

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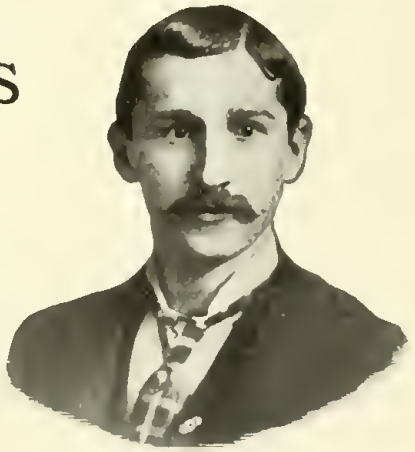

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We are also celebrating the anniversary of another event to which all Americans look back with National pride. After other world powers had conducted costly but unsuccessful experiments, an American first successfully operated a boat by steam, and this occurred on our own Hudson River. What a commercial revolution this precipitated and the eyes of all the world were turned toward us, and we have reason to be proud. Robert Fulton first operated the Clermont between New York and Albany in 1807 but it was thought best to postpone its celebration until 1909, the date of the three hundredth anniversary of the discovery of the river by Hendrick Hudson.

We might very appropriately speak of another 1907 celebration, the 50th anniversary of an event which also attracted the world's attention to our country. In the invention of the vacuum process for condensing milk, by a man born and raised among us, close to the shores of the Hudson, our River and our Country have given another great benefit to mankind. Gail Borden was this son of our soil and in 1857 he established his Company. Borden's Condensed Milk Company of New York is the largest manufacturer of milk products in the world and the term "milk products" comprises a full line. The original Eagle Brand Condensed Milk, after 52 years, is considered by eminent physicians to be the best and safest food for infants. The Peerless Brand Evaporated Milk is an unsweetened Condensed Milk and will be found the most delicious for all kinds of cooking, on cereals and fruit, as well as in coffee, tea and chocolate. Borden's Malted Milk is a food drink for all ages and under all conditions, readily assimilated by the weakest stomach.

This Company, which draws a large percentage of its milk from our section, also manufactures a line of pure confections. Borden's American Milk Chocolate put up in several style packages is delicious and irresistible, as are also Borden's Full Cream machine Wrapped Caramels. "You Can't Improve on Borden's" any more than you can improve on "The Hudson."

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Lv., Read Down				Ar., Read Up		
A.M.	A.M.	P.M.	1909	A.M.	P.M.	P.M.
8 00			Brooklyn Annex		6 20	
8 40	9 40	1 45	Desbrosses St.	11 45	6 00	
9 00	10 00	2 00	West 42d St.	11 20	5 30	8 40
9 20	10 20	2 20	West 129th St.	11 00	5 10	8 10
9 45	10 50		Yonkers		4 30	7 35
		4 50	Highland Falls	8 40		
11 50	1 00	5 00	West Point	8 35	2 50	5 45
	1 25	5 25	Cornwall	8 15		5 20
12 25	1 45	5 45	Newburgh	8 00	2 15	5 05
		6 15	New Hamburgh	7 30		
		6 30	Milton	7 15		
1 15	2 35	6 45	Poughkeepsie	7 00	1 20	4 10
2 10			Kingston Point		12 25	
		7 45	Kingston	6 00		
3 25			Catskill		11 00	
3 40			Hudson		10 40	
6 10			Albany		8 30	
P.M.	P.M.	P.M.		A.M.	A.M.	P.M.

Note—Particular attention is called to the fact that the special boat at 4.10 P. M. from Poughkeepsie does not return to Debrosses Street, the last stop in New York City being at West 42d Street, 8.40 P. M.

Regular Day Line season opens May 27 from New York, and May 28 from Albany. Closes October 23 from New York, and October 25 from Albany. Special service from New York to Poughkeepsie and return commences on June 28 and continues to September 18. Steamer "Mary Powell" between Kingston and New York from May 24 to September 23.

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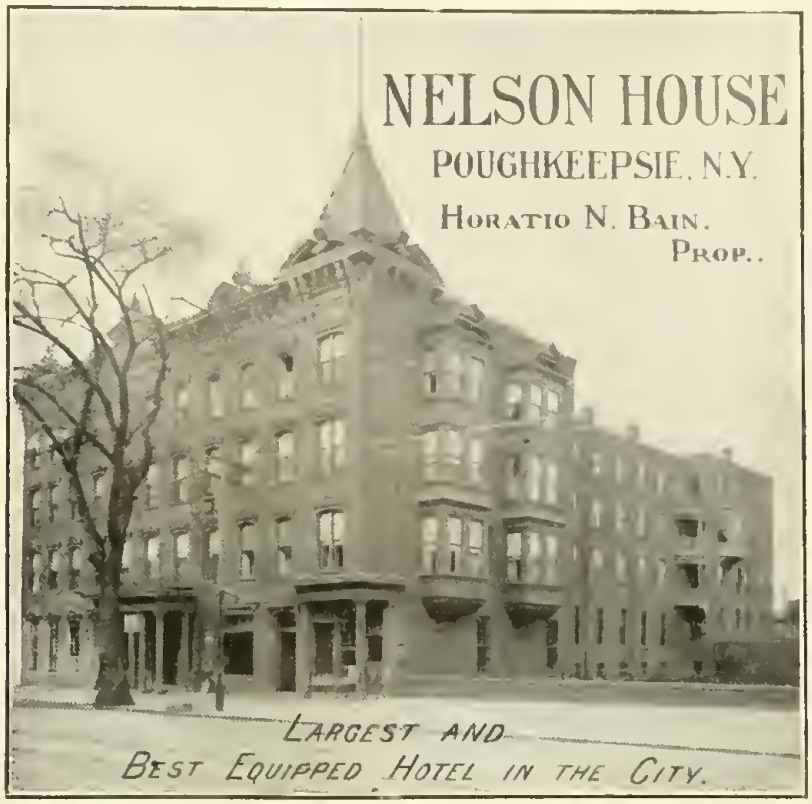

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